

The Sydney Morning Herald.

No. 9068.—VOL. LV.

BIRTHS.

On the 17th May, at her residence, Pine Cottage, South Sydney, Mrs. JASPER HOLDEN, of a daughter.

On the morning of the 9th June, at her residence, Bull-street, Newcastle, Mrs. J. H. COOPER, a daughter, a son, F. V. H. COOPER, and Stafford papers.

On the 15th instant, at her residence, St. John's-terrace, Darlington, the wife of R. H. WARREN, Esq., of a daughter.

On the 16th instant, at her residence, 1, Castle-street, Double Bay, the wife of JAMES FINDLIEU EDWARDS, of a son, George.

On Saturday, 16th instant, at her residence, 7, Crown Road, Miller's Point, the wife of H. M. MORIAR, of a son.

MARRIAGE.

On the 16th instant, at Campbelltown, by the Rev. J. P. Roache, JOHN SMITH, to ANNIE, second daughter of Mr. Edward Whitchurch, of Campbelltown.

DEATHS.

On the 23rd March, at her residence, Greenfield, Wetherill Park, Mrs. ELIZABETH REED, of a son.

On the 15th instant, at her residence, St. John's-terrace, Darlington, the wife of R. H. WARREN, Esq., of a daughter.

On the 16th instant, at her residence, 1, Castle-street, Double Bay, the wife of JAMES FINDLIEU EDWARDS, of a son, George.

On Saturday, 16th instant, at her residence, 7, Crown Road, Miller's Point, the wife of H. M. MORIAR, of a son.

SHIP ADVERTISEMENTS.

STEAM TO AUCKLAND direct.—The Panama, New Zealand and Australian Royal Mail steamship.

AUCKLAND.

H. H. HARVEY, Master, will leave for AUCKLAND, with the Super Mails.

THIS DAY, JUNE 17th, at noon.

For passage apply at the Company's Office, Grafton Wharf.

H. B. BENSON, General Manager.

STEAM TO HOKITIKA direct.—REDUCED RATES.

The Panama, New Zealand, and Australian Royal Mail steamship.

EGMONT.

J. V. H. COOPER, commander, will be despatched to GRAFTON, GREY, NELSON, FICTION and WELLINGTON, S. S., at noon, on THURSDAY, June 20th, taking cargo and passengers for TARANAKI, NAPIER, LYTTELTON OTAGO, and BLUFF.

Now loading.

For freight or passage apply at the Company's Office, Grafton Wharf.

B. BRNSON, General Manager.

QUEENSLAND STEAM NAVIGATION COMPANY.

For BIRKBECK, QUEENSLAND, on WEDNESDAY, 16th instant, at 5 p.m.

For ROCKHAMPTON, via Brisbane, Maryborough, and Gladstone.

LADY YOUNG.

On SATURDAY, 22nd instant, at 5 p.m. cargo is now being received for transmission to above parts.

W. WESTGARTH, Manager.

THE AUSTRALASIAN STEAM NAVIGATION COMPANY'S STEAMERS.

TO MELBOURNE.—Kangaroo, Wednesday afternoon, at 4 p.m., and CITY OF ADELAIDE, Saturday morning, at 5 a.m.

TO ADELAIDE via Melbourne, en route to King George's Sound, Kangaroo, Wednesday afternoon, at 4.30.

TO HUNTER RIVER.—Colley, to-night, Monday, at 11, and Coonanbarra, Wednesday night, at 11.

TO CLARENCE TOWN.—Coonanbarra, calling at Newgate, and Kangaroo, Wednesday night, at 11.

TO PATTERSON RIVER.—Goode received on Saturday and forwarded par Coonanbarra.

TO MANNING RIVER.—Diamantina, Friday afternoons, at 4.

All freight payable in Sydney.)

TO BRISBANE.—Florence Irving, to-morrow afternoon, Tuesday, at 5, and Telegraph, Saturday afternoon, at 3.

TO MARYBOROUGH.—Tuscon, Thursday afternoon, at 5, and CITY OF ADELAIDE, Saturday morning, at 5.

TO ROCKHAMPTON.—Baldwin, to-morrow afternoon, Tuesday, at 5.

TO CLEVELAND BAY via Gladstone, and Port Denison.—Boomerang, Wednesday afternoon, at 5.

FROM BRISBANE TO ROCKHAMPTON, calling at Mackay and Gladstone.—Clarence, about Thursday, 20th instant.

Cargo is now being received for transmission to above parts.

No cargo received for steamers going to Melbourne or Queensland, except of sealing.

EDWARD H. THROTON, Manager.

A. S. N. CO.'s Wharf, Swan-street.

C. AND R. H. S. N. CO. for GRAFTON, GLA-RENCE RIVER, via NEWCASTLE.—THE AGES, arriving on TUESDAY, at 11 o'clock p.m.

FOR RICHMOND RIVER direct.—THE BALLINA, 450 tons, 1-1, equal with A. L. Lloyd's, 1450 tons.

FOR MACLEAY RIVER.—The chartered schooner AMPHITRITE, running in conjunction with the river steamer NAUTILUS, on WEDNESDAY, 5 o'clock p.m.

W. WILLIAMS, Secretary.

CLARENCE AND N. S. N. CO.'s steamship HELEN M. GREGOR, for GRAFTON TO MORROW, TUESDAY, 18th instant, at 5 p.m.

C. G. WISHERMAN, Manager.

Office—Commercial Wharf, King-street.

H. R. N. S. N. CO.—STEAM to the HUNTER, H. TO MORROW (Tuesday) NIGHT, at 11, the MORPETH.

On THURSDAY MORNING, at 7, the CITY OF NEWCASTLE.

F. J. THOMAS, Manager.

Office, foot of Market-street.

SHIP TO NEWCASTLE.—G. S. S. YOUNG, J. P. Fain, commander, will be despatched to the Commercial Wharf, THIS DAY, at 4 p.m.

LAIDLEY, IRELAND, and CO.'s chambers.

SHIP TO MELBOURNE (calling at Twofold Bay)—G. S. S. YOUNG, J. P. Fain, commander, will be despatched to the Commercial Wharf, on THIS DAY, at noon.

Passages of the following reduced rates:

Saloon £1 0 0

Deck return 7 0 0

Deck 15 0

For freight or passage apply to LAIDLEY, IRELAND, and CO., Laidley's-chambers.

SHIP TO HOBART TOWN.—CITY OF HOBART, TUESDAY, 26th instant. Willis, Merry, and Lloyd.

SHIP TO THE MANNING RIVER.—THE FIRE KING, this DAY, Monday, at 4 p.m., from the Caledonian Wharf, foot of King-street West.

W. DALTON, Agent.

SHIP WOOLLOOMOOLOO, from London.—Consignees of goods per above vessel are requested to present their ENTRIES for the Circular Quay without delay. Any goods impeding the discharge will be landed and stored at extra cost. Bills of Lading must be produced, and freight paid at the Office of the undersigned, where delivery orders may be obtained.

MONTEFIORE, JOSEPH, and CO.

SHIP MACLEAY RIVER.—The schooner FRED. S. WHITE, Apply to board, Lime-street Wharf.

FOR MACLEAY RIVER, Kempsy, and Warrington.—LOLA MONTEZ, Apply on board, Victoria Wharf.

FOR MACLEAY RIVER, EUBOKA, Freight, passage, apply on board, Baltic Wharf.

E. H. SMERDON, King-street.

W. H. SMITH, 17th June. Victoria Wharf.

W. H. SMITH, 17th June. Victoria Wharf.

FOR THE CLARENCE RIVER via NEWCASTLE.—The fine schooner CITY OF SYDNEY will sail on TUESDAY next.

For freight or passage apply to JOHN BLACK and CO., 14, Spring-street.

ROBERT CAMPBELL.

FOR BELLINGORE RIVER, First Vessel.—The new schooner ABSOLUTE, G. S. S. YOUNG, Commander, will receive at W. Short's store, for freight or passage apply W. SHORT, Victoria Wharf.

FOR THE CLARENCE RIVER via NEWCASTLE.—The fine schooner CITY OF SYDNEY will sail on TUESDAY next.

For freight or passage apply to JOHN BLACK and CO., 14, Spring-street.

ONLY VESSEL FOR ROCKHAMPTON, BROAD SOUND, and PORT MACKAY.—The trader PRIMA DONNA, E. A. Cook, master, now loading at Campbell's Wharf, and will have immediate discharge.

For freight or passage apply to JOHN BLACK and CO., 14, Spring-street.

NOTICE.—Captain BAAULT, of the French bark, Confidence, will not be responsible for any DEBTS contracted by his crew.

CURCIER, HAWKE, and CO.

CATHOLIC CHURCH, KENT-STREET SOUTH.

—The postponed MEETING of Catholics, which was to take place a fortnight ago, will be held in the above church next TUESDAY EVENING, at 7 o'clock. The Venerable Archdeacon will preside on the occasion.

NOTICE.—Captain BAAULT, of the French bark, Confidence, will not be responsible for any DEBTS contracted by his crew.

ONE SHILLING.

Three shillings.

Five shillings.

Seven shillings.

Eight shillings.

Nine shillings.

Ten shillings.

Eleven shillings.

Twelve shillings.

Thirteen shillings.

Fourteen shillings.

Fifteen shillings.

Sixteen shillings.

Seventeen shillings.

Eighteen shillings.

Nineteen shillings.

Twenty shillings.

Twenty-one shillings.

Twenty-two shillings.

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Twenty-six shillings.

(From the Sydney Mail, June 15.)

LAST week we took the opportunity to suggest the exhibition of drawings and plans, under the auspices of the central Agricultural Society, of all the great landed improvements completed or in progress throughout the colonies. To these might be added photographs of prize cattle—such, for instance, as the large photographic portrait of the bull Lord Clyde, a copy of which Mr. Dangar, we feel sure, would present to the society. Another, representing the society's president upon his favourite mare Bracelet, would form a fitting ornament for the society's rooms. A gallery of prize animals should thus be formed, and supplied in part by contributions from England, so that our breeders in horses, horned stock, and sheep should have the best types presented to them, and be able to trace their progress or their deterioration. Before this object can be effected, however, the society must possess a local habitation in Sydney; and this once done, a farmer's library may follow, together with a reading-room, and monthly and quarterly meetings for the discussion of farming and pastoral topics.

The recent telegram will throw a great damp upon the wool trade. So great a fall as it reports cannot but affect holders very seriously. But prior to the English clip coming to market, there is usually a fall when a large bulk is expected, and buyers are not active till June has turned.

The stock reports from the Maitland district show a firm market for all sorts of fat cattle. The business in store cattle is said to be active. Correspondents in Singleton and Manning River, speak of sharp frosts and dry weather, which is doing wonders for the farmers. From the Bogan and Macquarie our advices speak of rain in torrents; but of plenty of grass, and a very advantageous season for lambs, which are falling at the rate of ninety-six per cent, from maiden ewes. The immense salt bush plains of Dubbo are "something to cheer" to look at in their present luxuriance; while from Wangonilla they have just escaped a drought as distressing as anything experienced in 1863-6, by the intervention of a soaking rain last week. The increase of sheep in Riverina, by the lambing of the present year, will amount to 2,000,000, it is estimated. The railway receipts of the line between Echuca and Melbourne already bear witness to its usefulness, and the directors are naturally looking forward to vastly increased returns as all this produce comes to find its way in wool, meat, and mutton by way of Echuca to various markets. The proposal to extend the line from Echuca to Deniliquin is now being pushed on. The New South Wales Government is requested to grant the land, and guarantee 6 per cent. to shareholders. The promoters of the work say that as the line from Echuca to Sandhurst pays 19 per cent. upon the prime cost, there is little danger of the success of an extended line pecuniarily considered. It is important that no narrow colonial jealousies should stand in the way of such development as that now in process throughout Riverina. Apart from the guaranteed the proposal is harmless enough. Every facility should be given to the formation of a railway to Deniliquin, so that the stock of those districts may be transported to Melbourne without loss. It is thought that the refusal of the Sydney Government might end in the extension of the north boundary of Victoria. The woolly and horned tenants of the Riverina runs are reported to be upon the roads just now in great quantities. The usual winter movement is taking place. Mobs of stock are crossing the Murray, and a glut at Echuca is the consequence. Draught horses are quoted from £9 to £18; light horses from £5 to £13; fat cattle from £4 to £6; mobs of stores at £5s.; prime wethers, 1s. 6d. to 16s., and good ewes from 8s. to 9s. Station sales appear to be numerous. 2700 sheep from Mr. Cox's station (Liverpool Plains), sold for 22s. per head, and his 2000 cattle at 60s. per head. 9799 sheep at a sale at Goulburn made 9s. a head. The farmers around Melbourne are busy in putting the finishing touches to wheat and barley seedling, the rain of the past month having facilitated the operation. Land is being prepared for the summer crops by deep subsoiling, and in some cases it is being manured by a green crop (white turnips) ploughed in. The progress of drainage is considerable, now that brick earth pipes, 1½-inch bore, can be bought at 5s. or 6s. per 100 at the manufactory. The conviction that nothing is so detrimental to vegetation as stagnant water is gaining ground. The benefits of water are never known by those who do not drain and deeply stir the soil. The more the rain, so long as it will pass through the staple and subsoil, the better. It is brought from fertilising properties which are abstracted as it descends. It not only acts immediately as a fertiliser, but as a solvent. In the latter capacity it sets free a number of elements which are not capable of being assimilated by the rootlets without this interposition. By passing downwards the rain water leads the way for the air, which has its own proper mission to perform in the liberation of root-food, and the feeding of the root. The evaporation which takes place from the surface of undrained clay abstracts the warmth necessary to vegetation. Percolating rain, followed by air, raises the temperature of the soil and creates a genial seed bed. To the presence of stagnant water in the soil is due, not only late vegetation, but defective and diseased vegetation. The difficulty in the way of drainage is the expensiveness of the work, and the unwillingness of the owners of land who are not also the occupiers, to sink capital in such work, even where interest would be paid on the investment. As a rule, however, drainage is a much more expensive operation than it need be. The gridiron system, except in the case of homogeneous clays, might be advantageously replaced by a less regular and more efficient system, the success of which depends upon a very intimate acquaintance with the lie of the subsoil and its water bearing peculiarities. Fifty yards of drain cut with judgment will frequently relieve a field of its surplus water better than 300 yards of parallel drains. This saving of work is an object where drain pipes cost 50s. per 1000, and drain cutting is expensive.

As from the grave the Port Phillip Agricultural Society arises. A meeting was collected to give it decent burial and to execute its dying commissions, when lo! new life was manifested, and "the winding up" act was postponed. It was suggested, that as some society of the kind was essential, and as no transfer of the grant and site now enjoyed from the Government would be made to a new society, it was far better that the present should not be wound up, but simply re-formed. The debt is but £178. Last year the annual donations and subscriptions together amounted to £107, the Government grant to £457. The subscription list wants looking to by an energetic committee, who will not leave everything to be done by the Secretary. Even though the farms round Melbourne should have been converted from arable

to dairy farms, it is shown that on the Plenty, Kilmore, and Pascoe Vale, Deep Creek, and Keilor Roads are abundance of tillage farms, whose occupants one time or other have been members of the society.

The Victorian Board of Agriculture is likely to undergo some change as put forth in the new "Statute of Agricultural Industries." In the mere change of name we see no gain whatever. The Board of Agricultural Industries implies no wider range of operation than the Board of Agriculture, whereas if what are called manufacturing industries are to be included, the words agricultural industries leave us in ignorance of the fact. We find on reading the report of the special meeting convened to discuss the clauses of the bill, that it is intended so to widen the basis of the Board as to include such interests. Manufacturing and agricultural interests are to be represented. The Government is to supply from the Cabinet the president, if not the vice-president, and to nominate suitable members, whose service shall be gratuitous. The Agricultural Societies are expected to send men to represent them. They will receive two-thirds of the entire grant made to the Board, the money being distributed to each, probably in the form of a percentage on the amount of prize money paid away during the previous year. The functions of such a Board are very simple. It establishes a centre to which all information gravitates, and whence it may be sent to the Board, the money being distributed to each, probably in the form of a percentage on the amount of prize money paid away during the previous year. The functions of such a Board are very simple. It establishes a centre to which all information gravitates, and whence it may be sent to the Board, the money being distributed to each, probably in the form of a percentage on the amount of prize money paid away during the previous year. The functions of such a Board are very simple. 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SHIPPING.

ARRIVALS.—June 13.—Kembla (s.), 225 tons, Captain Muller, from Moruya and Clyde. Wollongong (s.), 200 tons, Captain Muller, Mr. H. N. H. and Mr. G. Steer, from Wollongong. Sydney (s.), 1,000 tons, Mr. N. C. agents, from the steamer. Amy Robart, schooner, 72 tons, Captain Ives, from Port Macquarie. The steamer, 100 tons, Captain L. L. Smith, from New South Wales. Passenger—Mr. Nadin, Captain Black Dog, schooner, 142 tons, Captain C. L. L. Smith, from New South Wales 300 ultime. Passenger—Mr. Nadin, Captain Gazelle, French war schooner, 4 guns, Captain Foucart, from New South Wales 5th instant.

Blackland (s.), 287 tons, Captain Handin, from Rockhampton 12th instant. The steamer, 100 tons, Captain Clark, 3 children, and servant, Meers, J. Rutherford, Copeman, and 12 in the steamer. Q. S. N. Co. agents.

Albion, barque, 284 tons, Captain M. Arthur, from Hobart Town, 5th instant. Captain, agent.

Bangatira (s.), 400 tons, Captain Granger, from Melbourne 13th instant. Passengers—Rev. Mr. Fletcher, Mrs. Fletcher, and a child, Mrs. H. H. Fletcher, Mrs. Fletcher, A. Lyon, W. Dawson, Street, Smith, Foster, Cameron, Steeple, A. Sanderson, and 17 in the steamer. A. S. N. Co. agents.

Helen McGregor (s.), 150 tons, Captain Muir, from Rockhampton 14th instant. Passengers—Miss Wiseman, Myers, Young, and a child, 3 children, and servant.

Encourager (s.), 445 tons, Captain Hart, from Cleveland Bay 15th instant, and Mr. H. Hart, Captain Hart, and 10 children, Miss Page, Miss Hart, and Mr. Hart, from Cleveland Bay 15th instant. Passengers—Rev. Mr. Fletcher, Mrs. Fletcher, and a child, Mrs. H. H. Fletcher, Mrs. Fletcher, A. Lyon, W. Dawson, Street, Smith, Foster, Cameron, Steeple, A. Sanderson, and 17 in the steamer. A. S. N. Co. agents.

Young Australia, schooner, 180 tons, Captain McGee, from Rockhampton. Passengers—Mr. Fabio Fanque, Miss Fabio Fanque, and a child, Captain, agent.

Blackbird (s.), 200 tons, Captain Hart, from Cleveland Bay 16th instant. Passengers—Miss Hart, Captain Hart, and 10 children, Miss Page, Miss Hart, and Mr. Hart, from Cleveland Bay 16th instant. Passengers—Rev. Mr. Fletcher, Mrs. Fletcher, and a child, Mrs. H. H. Fletcher, Mrs. Fletcher, A. Lyon, W. Dawson, Street, Smith, Foster, Cameron, Steeple, A. Sanderson, and 17 in the steamer. A. S. N. Co. agents.

Yates (s.), 474 tons, Captain Pain, from Melbourne 16th instant. Passengers—Mrs. Hall, Mrs. Russell, and child, Miss Smith, Mrs. W. Smith, Mrs. Shirley, and 2 children, Miss Moore, Mrs. Moore, and Mr. Moore, Captain, agent.

Hunter (s.), 510 tons, Captain Paddle, from Merimbula 17th instant. Passengers—Rev. Mr. Lamb, Mrs. Lamb, Mrs. Bent, Lightfoot, Daley, Head, Wright, Smith, and Mrs. Hall.

Horn (s.), 100 tons, Captain C. L. L. Smith, from Townsville 18th instant. Passengers—Rev. Mr. Lamb, Mrs. Lamb, Mrs. Bent, Lightfoot, Daley, Head, Wright, Smith, and Mrs. Hall.

Agnes Irving (s.), Captain Crevier, from Grafton 18th instant.

DEPARTURES.—June 15.—Wellin, for San Francisco.

Susannah Booth, for Duncraig.

H.M.S. E. to Port Jackson.

Blackbird (s.), for Melbourne.

Wonga Wonga (s.), for Melbourne.

Susannah Cuthbert (s.), for Grafton.

June 16.—Coaster inwards.

Dausing Wave, for Ningpo.

Greyhound, for Hongkong.

PROJECTED DEPARTURES.—June 17.

Willing Lake, for Circular Head; Captain Cook, for Brisbane; Major Gabriele, for Petropavlovsk; Xanadu, for Newcastle; Mrs. Auckland, for Auckland.

CHARTERS.—June 15.

Greyhound, 180 tons, Captain Brown, for Hongkong.

Passenger—Mr. Andrew.

Exocine, schooner, 182 tons, Captain Nicholson, for Adelais.

Wool, 100 tons, Captain Robertson, for Auckland.

Passenger—Mr. Field, Miss Nicholls, Miss Urquhart, Miss Dyer, Miss Hart, and 3 in the steamer.

Wonga Wonga (s.), for Melbourne.

Passenger—Mrs. L. Solomon, Mrs. C. Hopkins, Miss Hay, Miss Johnson, Mrs. Skinner, Mrs. McNeer, Mr. Hudson, Misses C. H. Weston, and 2 children, Captain, agent.

Horn (s.), 100 tons, Captain G. and H. Scott, Mr. J. McNeer, Misses C. H. Weston, and 19 in the steamer.

COASTERS INWARDS.—June 15.

COASTERS OUT.—June 15.

William Lake, for Wellington.

Black Swan (s.), for Port Stephens.

Wool, 100 tons, Captain Brown, for Hongkong.

Passenger—Mr. J. Andrew.

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REVIEW.

(From the *Athenaeum*)
The American Conflict: A History of the Great Rebellion of the United States of America, 1860-65. By Horace Greeley. Vol. II. (Hartford, Case and Co.; London: Stevens, Brothers.)

Mr. Horace Greeley, as chief writer (some persons believe the chief thinker also) of the Republican party in the United States, has a very good right to be heard on both sides of the Atlantic, when he undertakes to tell us the story of a conflict the most gigantic, picturesque, and memorable in our generation. He helped to bring about that conflict. He helped to conduct it when it had been opened. He also helped to terminate it. From first to last he stood in the centre of events; first among the men who prompted, next among the men who executed the national will. No voice was heard through the din of arms more frequently than his; and more than once, in very critical and exciting moments, his power to stay, or to extend the war, appeared to be almost equal to that of President Lincoln and General Grant. After the second campaign, if not earlier in the date, the conflict came to be regarded by the leading men of North and South as a war for the crowning of his ideas; ideas for which a few eminent men, backed by a small but eloquent and active following in the republican party, had been struggling through many weary years against public apathy and private malice. Mr. Greeley had held the pen of that bright minority of thinkers and orators. On many occasions he had been their champion, on all their representative. Abuse had followed his foot-steps. Calumny had struck its fangs into his flesh. Caricature had dogged him. For many years he had been the best abused man in New York. But his enemies only helped to do his work—to make known his ideas, to render popular his name, and all that his name stood for. At length his day had come; events became his servants; and he saw his platform carried forward on half-a-million bayonets. If any individual had a right to enjoy a personal triumph in the close of that war, Mr. Greeley had certainly such a right.

But then, the very closeness of his personal connection with the men and the ideas which the conflict brought into the fore-front of observation, implies some limit to his faculty of story-telling. Mr. Greeley is beyond all things a patriot; but then he is also, by no fault of his own, a partisan. He has taken up one side, and bound himself to defend it through right and wrong. Hence, he stands in the position of a man who has been compromised by events. The tale which he has to tell is in some measure his own. In criticising the faults of cabinet and generals, he is dealing with matters of controversy in which he took a leading part as agent and advocate. Under such an aspect of things, a judgment free from passion is not to be expected, hardly to be desired. Other merits of an historian he may have; but not impartiality. His work is a history of the war from the victor's point of view; such as the world is commonly content to receive of all accomplished facts. It is an old moral. Woe to the vanquished! The conqueror has his way, not only on the field of battle, but on the historian's page.

Mr. Greeley is warm, loyal, patriotic; he breathes the spirit of the North; and his narrative has on its pages that glow of recent victory which every one finds just now in the New England cities. Men have been exalted by their recent strife; have become proud with a rich consciousness of power. The sentiment of greatness is upon them; and it is in the spirit of the new life now flushing in their veins that Mr. Greeley addresses to his countrymen this large and powerful summary of their strife. Cynics will sneer at its fervour; critics will dispute its facts; and philosophers will repudiate some of its conclusions; but in the mean time, a hundred and thirty thousand purchasers have placed it on their tables, and probably a million of readers have made themselves masters of its contents. What nobler guerdon can a writer wish?

The extent of the American field of conflict, with the multitude of details which perpetually cover that immense field of view, renders any thing approaching to a summary of Mr. Greeley's work out of question. It is itself the summary of a thousand State papers, cleverly condensed. One point, perhaps, stands out from the mass with a peculiar distinctness. Perhaps the most exciting news which came to Europe during the war (we do not include the assassination of President Lincoln) was that of the Merrimac's iron-clad monster. The Merrimac, he gives an excellent account:

"Of our naval officers and sailors, bravely disgraced, and of and from the Navy-Yard, and Arsenal at the beginning of the struggle, the revolting particulars have already been given. Among the vessels there abandoned to the rebels, after being fired, was the first-class 40-gun steam-frigate Merrimac, which, by Captain McCauley's orders, had been scuttled and partly sunk, so that only her rigging and upper works were burned; her hull being saved by a speedy submarine. Having thus fallen an easy prey to the rebels, who had adopted the plan of an iron-clad, which a Lieutenant John M. Brooke, finished the original plan, which Chief Engineer Williamson and Naval Constructor Porter, together with Lieutenant Brooke, ultimately fashioned into the terrible engine of destruction known to us as the Merrimac, but designed by her rebuilders the Virginia. Messrs. Brooke, Williamson, and Porter were all graduates from our navy, as was Commodore Franklin Buchanan, who became her commander. In preparing her for her new service, the hull of the Merrimac was cut down nearly to the water's edge, after which she was ploughed, panted, and raised; when she had been largely refitted from the spoils of the deserted Navy Yard, became at once the cheapest and most formidable navy engine of destruction that the world had ever seen. Whether she had or had not the ability to live in an open, turbulent sea, was left undecided by her brief but memorable career."

Such was the vessel which has caused the reconstruction of all our European navies. Her first victim was the Cumberland;—

"A little before noon, on Saturday, March 8th, a strange craft was descried from our vessels off Newport News, coming down the Elizabeth River from Norfolk, past Craney Island, attended by two unremarkable steam gunboats. Two other Rebel gunboats, which had, evidently by preconcert, dropped down the James from Richmond, had been discovered at anchor of Smithfield Point, some twelve miles off, and about three hours before the Cumberland, and her, suddenly and greatly approached our war-ships awaiting her, and, passing across the bow of the Congress frigate, bore down on the Cumberland, in utter disdain of her rapid and well-aimed but utterly ineffectual shots, which glanced harmlessly from the iron shield of the fleet, as though they had been peas. Not a gun was fired by the mysterious and terrible stranger until she struck the Cumberland with full force under her broadside fore-channels, at the same moment delivering a most destructive fire; while her blow had

pened such a chasm in the bow of the Cumberland that her forward magazine was drowned in thirty minutes. Still her fire was kept up until, at 3:35 p.m., the water had risen to the main hatchway, and the ship canted to port; when, giving a parting shot, Lieutenant Morris ordered every man to jump overboard, and save himself if possible. The dead and sick, and those who were unarmed, were left in her bay, and on her decks, the number of at least 100; and she sank to the bottom in 54 feet of water, with her flag still flying from her topmast."

Next came the turn of the Congress:—

"Seeing the fate of the Cumberland, she took her jib and topsail, and, with the assistance of the gunboat Zouave, ran around not far from our batteries at Newport News, where she was soon again assailed by the Merrimac, which, taking position about 150 yards from her stern, raked her fore and aft with shell, while one of the smaller steamers from Norfolk kept up a fire on her starboard quarter; while the Patrick Henry and Thomas Jefferson, Rebel iron-clads, with the gunboats likewise, poured in their broadsides with precision and effect. The hapless Congress could only repel from her two arm guns, whereof one was soon dismounted and the other had its muzzle knocked off. Her commander Lieutenant Joseph B. Smith, Acting-Master Thomas Moore, and Pilot William Rhodes, with nearly half her crew, having been killed or wounded, the ship ran in several places, without a gun, and was brought to bear on her destroyers. Lieutenant Morris' orders on the command had devolved, at 30 p.m., having drawn on the gun, she was soon boarded by an officer from the Merrimac, who took her in charge, but left shortly afterwards, when a small Rebel tug came alongside and demanded that her crew should get out of the ship, as her captors intended to burn her immediately. But our soldiers on shore who had not surrendered, and who regarded the Congress as now a rebel vessel, opened fire, a broadside upon her, the tug and a crew, and the gunboats, and the Merrimac again opened on the luckless craft, though she had a white flag flying from its stern. The gun was soon boarded by an officer from the Merrimac, who took her in charge, but left shortly afterwards, when a small Rebel tug came alongside and demanded that her crew should get out of the ship, as her captors intended to burn her immediately. 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Unredeemed Pledges.

MESSRS. LISTER and SON will sell by auction, at their Rooms, opposite Victoria Theatre, Pitt-street, THIS DAY, at 11 o'clock. The whole of the unredeemed pledges pawned with Mr. Alexander Kirk, pawnbroker, Liverpool-street, as advertised in HERALD of 8th and 12th instant.

Preliminary Notice.

ANDREW ALLAN has received instructions from the proprietor to sell by auction, on the premises known as KIRK'S Wheeledright Establishment, Merivale-hill, Liverpool-street, on THURSDAY, 20th instant, at 11 o'clock. The whole of the materials, blacksmiths' tools, wagons, drays, spring-carts &c. Particulars in future advertisement.

Adelaide Wheat.

A Prime Sample.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on TUESDAY, June 19th, at 12 o'clock. 1200 bushels fresh Adelaide wheat. After which, 300 bags prime wheat, from Tasmania. Terms at sale.

Sugars.

In small and large mts.

To close accounts.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on WEDNESDAY, June 19th, at 11 o'clock. 18 half-tiers superior twist tobacco. The best in the market. Terms at sale.

Fine California Flour.

R. F. STUBBS and CO. will sell by auction, at their Rooms, on WEDNESDAY, June 19th, at 11 o'clock. 600 quarter sack Golden Gate and National Mills. Terms at sale.

Preliminary Notice.

Important sale of Provisions.

Oliver's Stores, &c.

Now landed ex Light Brigade.

R. F. STUBBS and CO. will sell by auction, at their Rooms, on WEDNESDAY, June 19th, at 11 o'clock. 1200 bushels, combed, bottled fruits. Sauces, pickles and quart pickles. Oatmeal, pearl barley. W. I. arrowroot, blue and white starch. Candied peel, ginger, currants. Salted ham, sausages. 1lb. salmon, 1lb. jams. Bacon, bacon, &c. Full particulars at sale. Terms, liberal.

M'Ewan's Edinburgh Bulk Ale.

Prime now brew.

Being a transhipment ex Regius, and now landed ex Mars. Under instructions from Messrs. E. Chapman and Co.

R. F. STUBBS and CO. will sell by auction, at the Stores, on TUESDAY, June 18th, at 11 o'clock.

The following shipment of M'Ewan's prime bulk ale, comprising: 56 hogsheads No. 3 pale ale.

20 ditto No. 4 ditto.

The above is just landed and stored, and samples will be drawn previous to sale. No reserve. Terms at sale.

Entire cargo of the schooner Active, consisting of Hobart Town Palings, 5 feet Ditto 6 feet, And Quartering.

Now discharging, and for positive sale.

R. F. STUBBS and CO. have received instructions to sell by auction, at the Market Wharf on TUESDAY AFTERNOON, at 3 o'clock, 21,000 superior Hobart Town palings, 5 feet 16,000 ditto, ditto, 6 feet 9000 ditto ditto. Also, 10,000 feet quartering, 5 x 2, 12, 14, 15, 16, and 15 feet. Particulars at sale. Terms, liberal.

Patent Sperm Candles.

On account of whom it may concern.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on WEDNESDAY, June 19th, at 11 o'clock. 600 boxes patent sperm candles. Terms at sale.

Entire cargo of the barque Armistic, just arrived, consisting of Kauri Fine, Spars, and Saw Timber, &c.

R. F. STUBBS and CO. will sell by auction, at the Grafton Wharf, on WEDNESDAY AFTERNOON, at 3 o'clock.

The entire cargo of the barque Armistic, consisting of a superior assortment of Spars, from 20 to 50 feet long. Pine timber. Funnels and Planking.

Full particulars in morning's issue.

Terms, liberal.

TUESDAY, 18th June, at 11 o'clock.

At the Golden Age Hotel, Union and Lansdowne streets, Surry Hills.

Stock-in-trade

Lease

Licence

Fixtures

Large Measures

Measures, Glasses

Six-pull Beer-engines

Spirit-fountains

Cigars

Lamps

Also,

Household Furniture, Effects

Books, Engravings, &c. &c.

To Hotelkeepers, Publicans, Particulars of Furnishing, and others.

BRADLEY, NEWTON, and LAMB have received instructions from the proprietor of the Golden Age Hotel, who is relinquishing business on account of ill health, to sell by auction, on TUESDAY, June 18th, at 11 o'clock, the above.

Terms, cash.

Important Sale by Auction of SUPERIOR SUGARS, in small mts., embracing an Excellent Assortment.

By order of Messrs. R. Towns and Co.

The Balance of the cargo ex Guatamana.

Particulars in future advertisement.

Terms, liberal, at sale.

TUESDAY, 18th June.

BRADLEY, NEWTON, and LAMB have been favoured with instructions from the importers, Messrs. H. Towns and Co., to sell by auction, at their Warehouses, Pitt-street, and O'Connell-street, on TUESDAY, 18th June, at 11 o'clock.

The cargo of the cargo of sugars ex Guatamana, comprising an excellent assortment.

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Invoice of goods, as above.

Terms at sale.

At the Residence of Madame St. Remy, 171, Woolloomooloo-street.

Superior Household Furniture

Island Curiosities

Engravings, &c.

To Parties Furnishing, Collectors, &c.

Household Furniture and Effects.

Island Curiosities

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After which,

300 bags prime wheat, from Tasmania.

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Sugars.

In small and large mts.

To close accounts.

R. F. STUBBS and CO. will sell by auction, at the Rooms, on WEDNESDAY, June 19th, at 11 o'clock. 870 bags (small and large), being balance of the shipment.

For positive sale.

Terms, liberal.

Fine Twist Tobacco.

For Positive Sale.

To close an account.

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Patent Sperm Candles.

On account of whom it may concern.

R. F. STUBBS and CO. will sell by auction, at the Grafton Wharf, on WEDNESDAY AFTERNOON, at 3 o'clock.

The entire cargo of the barque Armistic, consisting of a superior assortment of Spars, from 20 to 50 feet long. Pine timber. Funnels and Planking.

Full particulars in morning's issue.

Terms, liberal.

TUESDAY, 18th June, at 11 o'clock.

At the Golden Age Hotel, Union and Lansdowne streets, Surry Hills.

Stock-in-trade

Lease

Licence

Fixtures

Large Measures

Measures, Glasses

Six-pull Beer-engines

Spirit-fountains

Cigars

Lamps

Also,

Household Furniture, Effects

Books, Engravings, &c. &c.

To Hotelkeepers, Publicans, Particulars of Furnishing, and others.

BRADLEY, NEWTON, and LAMB have received instructions from the proprietor of the Golden Age Hotel, who is relinquishing business on account of ill health, to sell by auction, on TUESDAY, June 18th, at 11 o'clock, the above.

Terms, cash.

Important Sale by Auction of SUPERIOR SUGARS, in small mts., embracing an Excellent Assortment.

By order of Messrs. R. Towns and Co.

The Balance of the cargo ex Guatamana.

Particulars in future advertisement.

Terms, liberal.

TUESDAY, 18th June.

BRADLEY, NEWTON, and LAMB will sell by auction, at their Warehouses, Pitt and O'Connell-street, on TUESDAY, 18th June, at 11 o'clock.

The cargo of the cargo of sugars ex Guatamana, comprising an excellent assortment.

Particulars in future advertisement.

Terms, liberal.

TUESDAY, 18th June.

BRADLEY, NEWTON, and LAMB will sell by auction, at their Warehouses, Pitt and O'Connell-street, on TUESDAY, 18th June, at 11 o'clock

FUNERAL.—The Friends of the late Mr. GEORGE BUNYAN are requested to attend the Funeral, which will be held at the Tabernacle, Adelphi, Mitre-street, Globe, on MONDAY, at 1.30 p.m. **HANSLAW, Undertaker.**

FUNERAL.—The Friends of Mrs. GEORGE GRAM are respectfully invited to attend the Funeral of her deceased Daughter, VICTORIA ANN, to move from her residence, Victoria Cottage, Liverpool, on TUESDAY, the 18th instant, at 3 o'clock p.m.

FUNERAL.—No. 2 Division, Sons of Temperance.—The Brethren of the above Division are requested to attend the Funeral of the late Wife of Brother JOHN HICKERY, S. O., at the Tabernacle Rooms, at 2 o'clock THIS (Monday) AFTERNOON. By order of the W. P. JOHN FERGUSON, R. S.

FUNERAL.—The Friends of Mr. RICHARD BARTON are invited to attend the Funeral of his late departed Wife, SARAH, to move from his residence, Wells-street, near Bannulaming-street, THIS (Monday) AFTERNOON, at 3 o'clock p.m. **G. SHYING, Undertaker, 719, George street South, opposite Christ Church.**

FUNERAL.—The Friends of the late Mr. JOHN CARLOW, formerly of the Pine Apple Inn, are invited to attend his Funeral, THIS (Monday) AFTERNOON, at 3 o'clock p.m. **JOHN DIXON, Undertaker, Burdett-court, William-street.**

FUNERAL.—The Friends of Mr. JOHN HICKERY are respectfully invited to attend the Funeral of his deceased Wife, ELIZABETH, to move from his residence, No. 7, Lower Campbell-street, THIS (Monday) AFTERNOON, at 3 o'clock precisely. **THOMAS HILL, Undertaker, Burdett-court, William-street.**

FUNERAL.—The Friends of Mr. PHILIP SMITH are requested to attend the Funeral of his DAUGHTER, the procession to move from Brougham-street, at half-past 2, THIS (Monday) AFTERNOON. **THOMAS DIXON, Undertaker.**

FUNERAL.—M. A. O. R. F.—To the Officers and Brothers of Court Unity, together with the Officers and Brothers of the various Courts, are particularly requested to attend the Funeral of Mr. Broth. R. F. LIAM BLAND, to move at Mrs. Gordon's, Traders' Rest, Market-street, at 2 p.m. on TUESDAY, 18th instant. **W. JOHNSTONE, Secretary.**

FUNERAL.—M. A. O. R. F.—The Officers of the Supreme Court, and the Officers and Brothers of the various Bench Courts are requested to attend the Funeral of Mr. WILLIAM BLAND, of Court Unity Brethren, to move at the South Burslem Hotel, on TUESDAY, 18th instant, at 2 o'clock.

By order of the M. W. C. R. **THOS. HODGES, AMOS R. OSBORNE, Supreme Sec.**

CAMPBELL AND SONS, BANKERS.

ADVANCES made on Merchantile Securities, Liens on Wool, and approved Pastoral Properties.

FOREIGN BILLS collected, and Advances against Shipping Documents realised, at Bank rates of Commission.

JOINT STOCK SHARERS, Government and other Securities conducted for Absentees, under powers of attorney.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Invested Funds, £137,000.

Life Reserve, £1,175,000.

Having a colonial Proprietary and Board of Directors in Sydney.

Branches of Life Policies in this Company, though entitled beneficiaries are not involved in any liability of partnership, the proprietors being alone responsible for its engagements.

The peculiar bonus system of the company appropriates to the policy-holders the first claims upon profits, their share being unadjusted and guaranteed, whilst its enormous resources offer a degree of security which few (if any) offices can give.

£350,000 of the company's funds are invested in the Australian colonies.

Life Policies protected against Insolvency under special Act of Parliament.

Fire Insurances granted at current rates.

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SYDNEY INSURANCE COMPANY.

Established 1856.

A COLONIAL proprietary, with (unlimited liability of shareholders).

Insurances against FIRE effected at current rates.

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THE EUROPEAN INSURANCE SOCIETY FIRE INSURANCE, LIFE INSURANCE, and FIDELITY GUARANTEE.

New South Wales Branch: 34, Hunter-street, Sydney.

Agencies throughout the Australian colonies.

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THE ONLY MUTUAL LIFE OFFICE IN THE COLONIES.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

Principal Office, NEW PITT-STREET, SYDNEY.

Persons in the colonies will be entitled to participate in profits at the declaration of an Accumulated and Invested Fund amounting to £400,000, and an Annual Revenue from all sources exceeding £100,000.

And its business has been conducted on the principle of MUTUAL ASSURANCE, THE WHOLE PROFITS BELONG TO THE MEMBERS, and are divided periodically among them.

BONUS PERIOD.

Polices issued by the Society during the current year will be entitled to participate in profits at the declaration of FEBRUARY, 1869.

By order of the Board, **ALEXANDER J. BALSTON, Secretary.**

Sydney, 1st February, 1867.

NO INCREASE IN RATES.

NORWICH UNION FIRE INSURANCE SOCIETY.

Established in 1821.

PAID UP CAPITAL £150,000.

ANNUAL INSURANCES about EIGHTY MILLIONS.

ANNUAL DUTY PAID TO GOVERNMENT EXCEEDS EIGHTY THOUSAND POUNDS.

ALL LOSSES PROMPTLY PAID IN SYDNEY.

PERMANENT RATES on FIRST-CLASS PROPERTY at LOW PREMIUMS.

Proprietors of Private Dwelling-houses will meet with the most liberal treatment at SPECIAL RATES.

POLICE INSURANCE.

SYDNEY BRANCH OFFICE, 311, George-street, JAMES HENDERSON, Secretary.

THE EUROPEAN INSURANCE SOCIETY.

SUBSCRIBED CAPITAL £800,000.

ANNUAL REVENUE, upwards of £30,000.

The Directors of the EUROPEAN INSURANCE SOCIETY are prepared to grant insurance against FIRE upon FIRST-CLASS PROPERTY at the lowest rates of premium.

New South Wales Branch, 34, Hunter-street, Sydney.

Capital: £100,000.

Life, £100,000.

Fire and Life Insurance on liberal terms.

Annual income exceeding £150,000.

W. H. MACKENZIE, Jun., Secretary for New South Wales and Queensland, Pitt-street, Sydney.

UNIVERSAL MARINE INSURANCE COMPANY (Limited).

Chief Office, 33, Cornhill, London.

Guaranteed Capital, £100,000.

Fiat or divided into £25,000.

The under-mentioned is authorized to issue Policies, the sums on which can be made payable in London, India, China, Cape of Good Hope, or the Colonies. RATES on application to

W. H. MACKENZIE, Jun., Agent.

No. 66, Pitt-street, Sydney.

STAR LIFE ASSURANCE SOCIETY.

Head Office—45, Moreton-street, London.

Capital: £100,000.

Life, £100,000.

Fire and Life Insurance on liberal terms.

Annual income exceeding £150,000.

W. H. MACKENZIE, Jun., Secretary for New South Wales and Queensland, Pitt-street, Sydney.

DIRECTORS.

Chairman—William H. M. M. Dalton.

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The following figures are the position of the Star, from which it will be seen that the most rapid secure and valuable offices in which to make family provision.—

Total policies issued, 16,700.

Annual income, £146,681 15 9.

Total claims paid, 48,288 14 8.

Reserve, £100,000.

Balance of assurance, £46,651 5 4.

The Directors have opened a central office for Australia in 26 and 28, Collins-street East, Melbourne, under the superintendence of Mr. James Copeland of the firm of M. Arthur, Sherrard, and Copeland, to whom all applications for agency, &c., must be made.

THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY (Limited).

Capital, £100,000.

LORIMER, MARWOOD, and SONS, Agents.

PRINCE OF WALES OPERA HOUSE.

sole Lessee and Director, Mr. G. Coppin,

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ANOTHER GRAND CHANGE.

Unveiled success—

of the world—**and THIRD WEEK**

—reviewed and accomplished artiste,

MADAME CALESTE,

who will appear.

THE EVENING, Monday, June 17,

In the Grand Hall, Spectacular Pantomime Drama,

entitled

THE FRENCH SPY,

or

THE FALL OF ALGIERS.

Produced under the direction of Madame Celeste, in the same efficient manner as in London.

Price, French, £1 10s.

Henry St. Acet, a French Interpreter, Madame Celeste, and Arab Boy.

Incidental to the drama:

WILD ARAB DANCE, MADAME CELESTE,

TERRIFIC SWORD COMBAT,

MADAME Celeste and Mr. Lawrence.

To come with

TOM NODDY'S SECRET.

FRIDAY EVENING, June 21,

Evening Change of Entertainment for

THE BENEFIT OF MADAME CELESTE.

Box Plan now open.

BURTON'S NATIONAL CIRCUS, VICTORIA THEATRE.

FAREWELL NIGHT, MONDAY, 17th June,

Performing the same.

Mr. G. GEORGE GILLHAM,

the Star Rider of Australia.

SPECIALTIES BY THE MAIL.

THOMPSON and GILES hasten to inform their customers that the LADIES in PARTICULAR have been specially invited to see these goods, that they have JUST OPENED,

ex Royal Mail Steamship

A V O C A

a choice collection of first-class

COLOURED TRIMMINGS,

specially adapted to the present fashions, comprising—

DROP GIMPS, the handsomest ever introduced into Sydney

CHINELLE and CRYSTAL GIMPS, in the newest

COLOURED GIMP and CHINELLE CORDS,

BLACK and CRYSTAL DROP GIMPS, in superior

patterns

CHAIN and BLACK GIMPS,

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CRYSTAL DROP GIMPS,

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BRADS.

THOMPSON and GILES, TRIMMING IMPORTERS.

FRENCH KID GLOVES.

THOMPSON and GILES have received by the Royal Mail Steamship

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a very extensive assortment of FRENCH KID GLOVES